



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

January 2014

Picture of the Month



Here we are in the middle of a very cold and snowy winter and I thought it would be nice to remind you of a perfect flying weather day in case you had forgotten what that was like! This photo of Emma watching Shawn Gaya land his J-5 Cub on the grass at Galt was taken by Justin Cleland.

Reliving My Childhood Dream

By Captain Arnie Quast

November 2013 marked my 30th year of flying and my 23rd year working as a pilot at United Airlines. To celebrate this anniversary, I took some time to revisit the airport where I learned to fly.

Ever since I was a young kid I have had a huge attachment to airplanes and the dream of learning to fly. Growing up in the town of Bridgewater, New Jersey back in the 1970's and '80's, I used to ride my bicycle a few miles from my childhood home to Somerset Airport (SMQ). The airport is located in the town of Bedminster, which is nestled in the heart of some of the most beautiful countryside in central New

Jersey.

Somerset Airport was founded by George Walker. George's son Dan Walker, along with his sister Ellen Parker, and grandchildren Steven Parker and Chris Walker still own and manage the everyday operation of the airport known as Somerset Air Service.

Back then my parents would often give me the gift of an airplane ride at Somerset for special occasions such as my birthday or Christmas and at the age of fifteen I officially started taking flight lessons there. I began my flight training using Somerset's fleet of Piper Cherokee 140's. My flight instructor was a kind and patient lady

Continued on page 2.

Editor's Note

I am not by nature a sporting enthusiast and have never been interested enough to watch any sport consistently, despite my husband's undying devotion to football (and in particular, da Bears!).

But I don't lack passion altogether -- I am a die hard aviation fanatic and I was thrilled to accidentally discover the Red Bull Air Race on TV a few years ago. Finally, there was a sporting competition I could enjoy.

For a couple of years I diligently followed the race on TV. I was hugely disappointed when Red Bull announced the cancelation of the 2011 series to "restructure and implement new safety measures." Personally, I think the real reason was to find a way to stop the Brit winning! (Paul Bonhomme of Great Britain won the championship in 2009 and 2010.) The 2012 and 2013 seasons were also cancelled and I began to lose hope that the race would ever return.

However, luckily for me, after a three year hiatus, the Red Bull Air Race is set to return in 2014 with seven races worldwide, two of which will be in the US (Fort Worth, TX and Las Vegas, NV).

Race fans will notice a few changes to the course when the race begins again; taller pylons are being introduced; and the 270 degree quattro turn has been eliminated "due to the exceedingly high g-force it exerts on the planes and pilots."

There are a few other rule changes such as maneuvering limited to 10 Gs, and all pilots will now have to use the same powerplant and propeller combination (the Lycoming

Continued on page 4.

Continued from page 1.

by the name of Linda Manverse (now Kreitner). Linda helped launch my career in aviation by teaching me through my private pilot certificate. I made my first solo flight on November 2, 1983 in a Piper Cherokee 140, N44055. About a year later, shortly after my 17th birthday, I took my checkride in N44055 with a very well-known designated pilot examiner by the name of Al Schillberg.

In the summer of 1985 Dan Walker offered me a job working as a "line boy" at Somerset Airport. The Walker's used the term "line boy" to describe one who worked around the airport as kind of a jack of all trades. The primary part of the job was to support the FBO portion of the business by pumping gas, and keeping the flight school and charter aircraft fueled and serviced. I also had the responsibility of positioning aircraft in and out of the community hangars at the start and finish of each day.

Another part of being a line boy involved helping out with the building and grounds maintenance around the airfield. This involved doing everything from mowing grass in the summer, plowing snow in the winter, cleaning bathrooms in the FBO, keeping track of our fuel supply, and anything else that needed work in the operation of the airport. All of this was often fairly hard work, but as I think back on it, this really helped



Arnie with his former CFI, Linda Kreitner at Somerset Airport last fall.

me develop an understanding of airplanes and airport operations from the ground up.

Another interesting aspect to this job was that I interacted with just about everyone that did business at the airport. A very unique blend of people used to hang out at the airport. There were active and retired airline pilots, businessmen who chartered aircraft, flight students, and everyday 9 to 5 type people who either owned or rented airplanes. When you think about it, this is often the demographic that you find at many airports across the country to this very day. Small airports are often communities within themselves, comprised of really good people. Many of these people became good friends and mentors to me. I was blessed to have such a group of people to be a part of starting my career in aviation. Everyone helped one another, and the airport was often a social

gathering place, especially on weekends. This is often what we see right here at Galt Airport on a typical day.

On days of inclement weather, the airport slowed down a bit. When this happened, another opportunity arose for me to learn more through my work at Somerset. The airport had a small maintenance shop staffed with a handful of mechanics. These guys were a friendly and fairly animated group supervised by a lead mechanic named Lee Weber. A mechanic by the name of Bruce Runyon was responsible for maintaining the flight school and charter aircraft. When things were slow, Bruce invited me to assist him with some of the maintenance tasks that he did with the flight school planes. Working at Bruce's side, I gained a lot of experience doing

Continued on page 3.

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Continued from page 2.

routine maintenance tasks. Some of these items included changing oil, cleaning spark plugs, changing tires, and repacking wheel bearings to name a few. I really started to learn the airplanes that I flew from the inside out. This experience was priceless, and I became very good friends with Bruce through this opportunity.

When I finished high school in 1986, I decided to fully pursue aviation as a career. In the fall of that year, I started a four year course of study in Aeronautical Science at Embry-Riddle Aeronautical University in Daytona Beach, FL. After four years, I completed a bachelor degree in Aeronautical Science while getting all of my advanced pilot certificates including my Certified Flight Instructor rating. During my summertime school breaks I returned to Somerset to help out as a line-boy, and fill in as a flight instructor.

Toward the end of summer in 1989, I was hired into a flight

of 23. I still work for United, and am currently based in Chicago as an Airbus A320 Captain. It has been a crazy but rather fulfilling career that has seen literally many “ups and downs”, especially over the past decade. Despite some turbulence, I have traveled around the world, met many awesome people, received type ratings on five airliners, and to this day thoroughly enjoy my job.

I reconnected with Somerset Airport and my former CFI on November 4, 2013 which was 30 years and two

days after my first solo. Surprisingly N44055 is still in the rental fleet and after getting re-checked out in that airplane I invited Linda to come out and fly with me. (Linda is now retired from flying after having a long successful career in flight instructing, charter, and corporate flying.)

We went flying on a beautiful VFR fall day. Upon arriving back at Somerset, Linda said “pull over and drop me off”. She then instructed me to take the airplane around the pattern for a few landings just the way she did 30 years ago! My dad, Arnie Quast Sr. was

sitting on the bench near the FBO just where he and my mom sat thirty years ago as they watched me do my first solo. The memory was priceless. Steve and Ellen Parker, along with Chris Walker stood on the ramp, took pictures, and watched the event unfold. It was an amazing day for me to reflect on my career in aviation and

where it all started.

Like Galt, Somerset can be considered the “friendliest airport around” on the east coast. If you ever travel toward the central New Jersey area, take the time to visit Somerset Airport. You will not be disappointed in the fine people there.



Arnie solos in the Cherokee one more time!

I really owe a lot to the Walker family, Linda Kreitner, and everyone around the airport who supported me in the early days of my flying. If you are reading this article as somebody who is just starting your career or hobby in flying, take the time to hang out at your local airport. Become a member of EAA, AOPA, and be a part of aviation the aviation community however you can. There is an awesome community of people out there in the world of small airports!

To learn more about Somerset Airport, please check out <http://www.airnav.com/airport/KSMQ> or <http://www.somersetairport.com>.



Somerset Airport in Bedminster, NJ.

operations internship program with United Airlines. Little did I know that this was an opportunity that would quickly propel me into the cockpit of an airliner a year and half later. This long but interesting story could be told in an entirely different article. To make a long story short, I was hired as a pilot by United in late 1990 at the age



Arnie Quast has been flying for 30 years. He is currently a Captain on the Airbus A320 for United Airlines based in

Chicago. Arnie is a member of EAA Chapter 932 and a frequent Young Eagles volunteer at Galt Airport.

Renaissance Field

The Airport That Saved Itself

There is a long history of struggling airports dying out due to economic pressure or local community disenchantment and many people would not have been surprised if Galt had joined that list. Indeed, many assumed Galt had long ago closed its doors due to the various negative reports about bankruptcies in the local press.

But Galt is one of the lucky rural airports to beat the odds and continues to thrive, now under new ownership. It is a relief to now see positive reports about Galt in the media and none better than Greg Brown's Flying Carpet Column in the November 2013 issue of AOPA's Flight Training Magazine.

If you don't get the magazine you can still read the article online at the following link;

http://flighttraining.aopa.org/magazine/2013/November/flying_carpet.html.



Reigning Red Bull Air Race Champion Paul Bonhomme of Great Britain in his Edge 540 over the Hudson River, New York in 2010.

Continued from page 1.

Thunderbolt engine and a Hartzell 3-bladed 7690 composite prop).

Most of the pilots from prior seasons will return this year including U.S. pilots Michael Goulian and Kirby Chambliss and of course the reigning champion, Paul Bonhomme.

The 2014 season will begin on

February 28th in Abu Dhabi, UAE and will run through November 2nd when the finale will be held in Kunshan, China. The race will be televised live by Fox Sports Networks.

Smoke on!

For more information visit http://www.redbullairrace.com/en_US.

Galt Traffic Classifieds

BUY A CHAPTER 932 MUG, BASEBALL CAP or T-SHIRT

We are now selling various items featuring the EAA Chapter 932 logo to raise money for the chapter.

We have coffee mugs for \$8.50 each and baseball hats for \$22 each. We are also selling the very cool Barnstormer Days t-shirts for \$17 each. We still have Large, Medium and Small sizes left. If other sizes are required we can special order them for you. The shirts are available from the FBO at Galt.

You can buy the mugs and hats at chapter meetings, airport events or from any chapter board member.



SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

ADVERTISE IN GALT TRAFFIC

EAA Chapter 932 members may advertise in the Galt Traffic Classified Ad section for free, which is one of the benefits of joining the chapter! We also sell ad space on other pages of the newsletter to raise money for the chapter.

Galt Traffic is the perfect place to sell your gently used aviation gizmos after you replace them with the latest gadgetry. This newsletter is distributed to over 460 readers with a connection to, or interest in Galt Airport.

Please contact the editor to discuss your advertising needs at editor@eaa932.org.

One Thing Hasn't Changed; Pretty Sky

By Captain Jeff Hill, Sr., TWA 1964 - 1997

I retired from TWA in 1997 so I never made it to a 'glass cockpit' aircraft. When I started flying in the 1950s the only electronic guidance available was the low frequency radio range (A, dit dah and N, dah dit) the new VOR (Narco Superhomer with 'whistle-stop tuning') and the ADF (most expensive radio in the panel, if you could afford it). DME was available but priced way too high for most GA aircraft.

These radio aids would give you nothing more than a line of position (LOP)– That's like saying, if you were driving a car, 'you are on Main Street'. If you determined a second LOP that said, 'you are on Third Avenue', then

you had a POSITION! You are at the intersection of Main Street and Third Avenue. If that were a charted position, no sweat, if not, you had to plot it on your plotting chart. Well, what do you want; Egg in your beer?

I started with TWA in 1964 as a co-pilot on the Lockheed Constellation, 'the Connie'. Our 'Connies' sported dual VORs, dual ADFs, a single DME and a mode A transponder. Too much to comprehend!

We also had weather radar which could be used to map the terrain in coastal areas and around the great lakes. My first, sort of, moving map.

My next big advance in electronic navigation was when I checked out (early '70s) as an international B-707 F/O. Our 707s had Doppler navigation and Loran A. This arrangement is what replaced the navigator.

The Doppler did little more than give an accurate ground speed and drift angle. The heading from our polar path compasses, accurate to somewhere around one degree completed the information necessary to make dead reckoning navigation actually work - well!



Photo by EAA 932 member Jeff Hill, Jr., Dec. 2013. Can you old 'round gauge pilots' tell at a glance: Where you are? How high? How fast? What is the crew meal – oops, scratch the last...

The Doppler position was verified every ten degrees of longitude by taking a Loran fix. Loran A was not like the much later Loran C. Loran A used an oscilloscope to display the sine wave of the Loran station's Master transmitter. The user then selected one of the station's secondary, or slave stations and matched its sine wave with the master's. The resulting time delay was an LOP which was plotted on the Loran plotting chart. Then, a second (and if possible, a third) LOP was plotted. At 600 mph, the first and second LOPs had to be advanced to the position of the third (utilizing GS



Aircraft position chart from 1973.

Continued on page 6.

Continued from page 5.

and time calculations) to determine the fix.

The three lines never crossed at exactly the same point, they would form a triangle; the smaller the triangle, the better the fix. The First Officer 'navigator' then placed a dot in the center of the triangle and that was the position fix.

I never dealt with a machine that actually told me where I was until I checked out on the L-1011 in 1986; it had triple inertial navigation systems (INS), ditto the B-747. The neat thing about INS (and why the military loves it so) is that it does not rely on any external source for information. It is a system of gyros and accelerometers and a computer.

You must start by telling the system EXACTLY where it is (usually the gate position, published by Jeppesen) from there on out, it senses the rotation of the earth and every external force that acts upon its 'sensors platform' and continually

calculates and updates its position. These were \$50,000 per each units in the early '80s.

I didn't get into Loran C and GPS until I installed them in my Skyhawk in the late '90s – Oh, the joys of flying tracks rather than headings, which we used to calculate and fly, hoping they would approximate our desired tracks...

If I could have found a device, in the early days, that simply told me nothing more than exactly where I was, I would have rejoiced and never asked for anything more! Well after waiting some fifty years, it has finally arrived!

By the way, the pretty sky is one thing that hasn't changed in all these years. That's one of the reasons that brought me up there in the first place.

The Loran A receiver:

One would select the master and the desired secondary and use the four selectors below the oscilloscope to



match the sine waves of each. The resulting four digit number was the time delay in milliseconds. One would then plot this on the Loran plotting chart resulting in an LOP. The daytime (ground wave) had a range of about 900 nm; the first (one hop E) nighttime sky wave, about 1200 nm. One learned how to tell the difference between ground waves and sky waves as they could not be mixed.

To plot the time delay line, one laid a plotter between the two nearest values with the '0' on one and the '10' on the other, and then counted by tens to the desired value.



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Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his

Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is a regular contributor to Galt Traffic and is the also the former Editor of TARPATopics, the newsletter for active and retired TWA crew members.

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Make this the year!

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Lodge 262-862-2301 Or Cell 815-354-5753

You may also save time by pre-registering online
at WilmotMountain.com
(no credit card required)





Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

Happy New Year, everyone! I hope you all had a wonderful and relaxing holiday.

First off, I wanted to extend my most sincere "thank you" to everyone for coming to the Christmas Party. It's certainly a busy time of the year for all of us, but it's really nice to have a chance to visit with you and your families. We hope you enjoyed yourselves as much as we did! I wanted to give special "thanks" to Rebekah for putting the whole party together (how about those ornaments?!), Mike Evans and Jean Forni for helping with the food, and to everyone at Galt who worked late getting it all set up in the days leading up to the party. Of course, we'd also like to thank Claude and Diane Sondag for providing us all with such a great party... oh yeah, and an airport to have it at!

Speaking of Claude and Diane, both they and Parker Johnston have a really nice two part interview on "The Dean Rowe Show" that you can listen to here: <http://huntleyradio.com/the-dean-rowe-show/>. The interviews are titled "Private Aviation – Part One" and "Private Aviation – Part Two". When you have a free moment, please take a listen... I think you'll really enjoy what they had to say. We're thrilled that Dean asked us to be a part of his program, and thankful that he's become part of our community here at Galt.

So, moving forward into a new year, our focus is squarely on the future of 10C. By now, you've heard that our fleet of rental aircraft has grown by leaps-and-bounds over the



Claude and Diane Sondag.



Brian Spiro and Anna Cooper.



Bob and Jean Forni with Walt Weidig.



Tom Hoppe and Rebekah Busse.



Emily, Carlos and Esther Medina.



Bob Bielawa with Larry Ewing.



Justin Cleland and Troy Schlote.

last few months. With the addition of a Cessna 182, 150, and two more 172's, we've been diligently putting the pieces together to begin our next venture... a **Galt Airport Flight Club!** In the coming weeks and months we will be finishing up the final details, and announcing what will undoubtedly be our most exciting news to date. I can't wait to fill you in on everything but, for now, stay tuned... there's much, much more to come!

We hope you enjoy these photos of the Galt Airport staff and a few of the guests at the Christmas party. There are a couple of folks missing who we did not get photos of.

EAA Chapter 932 News

President's Message

From Bruce Schottland, President,
EAA Chapter 932

As I sit writing this it's almost Christmas and everyone is frantic with Holiday Cheer. All the holiday cards are arriving in the mail and I've already hit a few Christmas parties. Though I must admit, the Galt Airport Christmas Party is the one I really look forward to and enjoy.

This year was no exception. In fact, I particularly enjoyed this year's party. It is always a nice chance to get together with the Galt family, but after three years of receivership antics and an uncertain future, I feel that this year was the one to really celebrate.

We have so much to celebrate at Galt. Justin and Brian continue to take good care of us with the assistance of all the Galt staff we have come to know so well. Most importantly, for the first time in a long time, Galt has a bright, exciting future we can all look forward to.

So with all this warm, fuzzy holiday happiness I am already looking back at 2013 nostalgically. Our airport and our chapter have accomplished so much this year. We put on another great safety seminar. Our Barnstormers fly in was a success again, notwithstanding the weather challenges. The Galt Bomb Drop was just as much fun as usual (I know I'm starting to sound like a Cub's fan, but next year I am winning for sure). And along the way we had a few other enjoyable Chapter events.

The chapter membership has grown substantially, as have our coffers. I truly feel that our chapter is doing a lot of good. We are serving the aviation community, helping grow Galt Airport and are making friends in the community. We should



At the November EAA Chapter meeting, Beth Rehm presented Dave Spitzbart (left) and Larry Schubert (right) with awards for their long standing contributions to the EAA Young Eagles Program. Photo by Bruce Schottland.

all be proud of these accomplishments. So as much as I am looking forward to next year and already imagining new plans, for now I am trying just to bask in our year's success and enjoy the holidays.

I hope that every one of my EAA and Galt Airport friends has a safe, happy, relaxing Holiday season at home or traveling with loved ones. I will look forward to seeing you at Galt Airport after the holidays and getting to work on another fun, productive year.

Merry Christmas, everyone.

Chapter Dues

January is the month we collect the annual dues for chapter membership. You can bring cash or a check to the next meeting or send your payment by snail mail to Treasurer Jean Forni, EAA Chapter 932, 5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097.

Next EAA Chapter 932 General Meeting

Saturday, January 11th

Galt Airport

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted By: Chapter President, Bruce Schottland

Meeting Date: December 14, 2013

1. CALL TO ORDER/ATTENDANCE

Meeting called to order at 10:07 a.m.

In attendance were Ed B., Jim R., Ron T., Larry T., Bill M., Bob H., Megan H., Marty S., Don S., Dave S., Ryan M., Beth R., Howie S., Arnie Q., George Z., Rafael G., Esther M., Emily M., Justin C., Bruce S.

2. VOTING ITEMS

- Bill M. made a motion to approve the agenda. Bob H. seconded the motion which carried unanimously.
- Beth R. made a motion to approve the November Secretary's Report. Megan H. seconded the motion, which carried unanimously.
- Jean F. could not be present so Bruce S. reviewed the Treasurer's report. The chapter had income in November from paid dues and the sale of the KR2 project. The chapter spent on rent, a Galt gift certificate for outgoing VP, plaques for Dave S. and Larry S. for their Young Eagles work and refreshments for the presentation at Neil Anderson's hangar. The chapter remains in good shape financially. Arnie Q. made a motion to approve the Treasurer's Report. Jim R. seconded the motion, which carried unanimously.

3. PRESIDENT'S REPORT

- Bruce discussed the change in board membership. Bruce, Beth and Marty had a meeting to discuss the operation of the chapter, as well as goals and plans for the upcoming year. Bruce noted that he is looking forward to working with Marty in 2014 and again thanked him for volunteering to serve as Chapter Vice President. Bruce also updated the chapter on Bill Marinangel's condition following knee surgery and congratulated him and Ingrid on the birth of their new daughter (and future chapter member) Tegan.

4. COMMITTEE REPORTS

YOUNG EAGLES: Esther M. has been serving as Young Eagles coordinator for a very long time and has done a wonderful job setting up and organizing Young Eagles rallies at Galt Airport. Perhaps we should give her a break! Anyone interested in serving as Young Eagles Coordinator should contact Bruce, Esther or any board member.

NEW MEMBERSHIP: Bruce reminded the chapter of Ed Moricoli's 2014 goal- 100 chapter members. If you have friends interested in Galt Airport or aviation, bring them to an EAA meeting or Galt event!

5. OLD BUSINESS

- Bruce took the opportunity to again thank chapter member Neil Anderson for putting on an awesome presentation in his hangar about owning, flying and restoring his North American AT-6. The presentation was very well attended and enjoyed by all. Chapter member John Theriault brought members of the Aviation Club from Woodstock High School to the event. Thank you Neil!
- Bruce updated everyone on the KR2 project which he sold on barnstormers.com. The buyer picked it up after the last meeting. Galt needed the space in the building where the project was stored and it put \$300 in the chapter bank account. The buyer will receive a tax deduction for his donation to the chapter.
- A brief conversation was held regarding building projects at Galt Airport. In addition to Neil, there are several other airplane projects underway at Galt. The chapter surveys held this year revealed a strong interests among chapter members in building, restoring and maintaining aircraft. The presentation from Neil stemmed from this discovery. The board will continue looking for activities along these lines to serve the chapter's interest.

6. NEW BUSINESS

- Bruce indicated that it is about time to start planning the 2014 Barnstormers Fly In. He is looking for volunteers to serve on the planning committee. PLEASE consider volunteering. If you are able to help, please contact Bruce as soon as possible.

ADJOURNMENT:

- Beth R. made a motion to adjourn, which was seconded by Bruce S. and carried unanimously.

NEXT MEETING: January 11, 2014 at 10:00 AM.

Galt Airport / EAA 932 Calendar of Events

Jan 11 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Feb 8 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Mar 8 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Apr 12 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

May 10 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://socialflight.com/index.php>

<http://www.pilotsofamerica.com>

<http://www.generalaviationnews.com/calendar>

<http://www.fly2lunch.com>

<http://www.avweb.com/calendarevents>

<http://www.flyincalendar.com>

<http://www.flyins.com>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at

<http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

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Young Eagles Coordinator: Esther Medina (815) 648-4798 youngeagles@eaa932.org

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood / Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Owners: Diane and Claude Sunday

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Jean Forni: Jean@galtairport.com

Rebekah Busse: Rebekah@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

Galt Tenant Price

\$5.52

(includes tax)

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